

MILWAUKEE WINS LAKE MICHIGAN JUNIOR CHAMPIONSHIPS

► The Milwaukee Y.C. junior crew, Davis Foster skipper, Steve Stephenson and Bobby Becker, crew, beat nine other crews to win the Lake Michigan Junior Championships, Aug. 2-3. Milwaukee won only one of the five races but placed consistently high in the others. Second was Fred Horween of the Ephraim Y.C. and third, winning three races, was David Blackwood of South Shore Y.C. Milwaukee's victory earned her the right to represent Lake Michigan in the Sears Bowl races at Vineyard Haven for the National Junior Championships. A. M. HERRMANN

AMERICAN SIXES WIN BRITISH-AMERICAN CUP

► It cost the American team of Six Meters just two lost races against the British team, in a series which began July 16, to learn all the tricks of wind and tide in the Solent and to learn, too, just how to deal with the British opposition. After those first two days, the Americans won the match with four races in a row which, with their wins in '34, '36 and '38, gave them the British-American Cup.

Each country was represented by a team of four Six Meters. Boats and helmsmen were: Great Britain, *Thistle*, Kenneth Preston; *Johan*, J. Howden Hume; *Circe*, E. J. Coles; *Lalage*, F. M. Murdock. United States, *Goose*, Dr. G. Nichols, Jr.; *Firecracker*, E. H. Whiton; *Llanoria*, E. Mosbacher; *Noa*, Mrs. J. Sheldon (loaned by F. G. Mitchell to take the place of *Star Wagon* which could not be unloaded from the steamer because of the dock strike). The match was to go to the first team to win four races. The first two races were sailed at Cowes, the next two at Calshot and the remaining two again at Cowes.

The British team won the first race after it appeared hopelessly lost. In a light southeasterly, *Goose* and *Llanoria* looked like sure winners until they ran into a flat spot and were passed by the entire fleet. Result: Great Britain 24½ points; U.S., 12.

The second race was one of the most exciting and hard fought of all, with both sides showing good team tactics. *Llanoria* had a nice lead on the last leg but, looking back, saw a group battling it out for second, with the British boats getting the upper hand. Realizing that if things continued that way his team was beaten, Mosbacher dropped back in an effort to slow down the other team and let *Goose* come through. She wasn't quite close enough to make it, however, and *Llanoria* was ill rewarded for her efforts by losing first by inches to *Circe*. *Firecracker* dropped out after fouling the last mark and the British won by 21½ points to 14.

After these two defeats, the Americans really got down to business and were unbeatable thereafter. The third race saw the Americans getting the upper hand at the start and staying there, with *Llanoria* finishing first, *Goose* second and *Firecracker* fourth, with *Lalage*, the top British boat in third place. This gave it to the Americans by 22½ points to 13.

The fourth race in light air saw a similar result with *Goose* and *Firecracker* leading *Circe* and *Johan* and *Llanoria* fifth. *Noa*, apparently unable to stay with the fleet, got in some good work at the start, forcing *Circe* over early.

The fifth race, sailed at Cowes, demonstrated that the Americans had mastered the tricky tides and also showed that *Llanoria* and *Goose* were faster in most conditions than any of the British fleet.

Firecracker, well sailed, placed second behind *Llanoria*, with *Goose* fourth and *Noa* fifth. Only *Circe* in third spot was able to beat any of the American boats.

The sixth and final race in a 10 to 11 knot wind soon assumed a then familiar pattern, with *Llanoria* working out ahead and going on to win. *Firecracker* edged *Circe* for second, while *Johan*, *Goose* and *Lalage* made the next bunch a few minutes astern, with *Thistle* the farther back and *Noa* bringing up the rear. This gave the Americans the race by 20½ points to 16 and the match, four races to two. BILL SMART

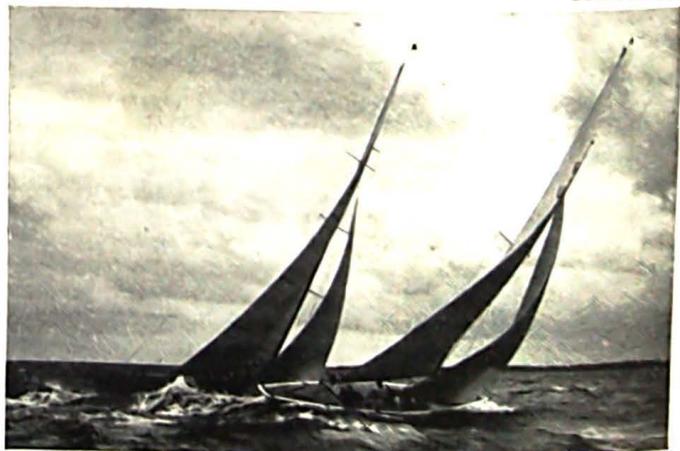
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Beken & Son



"Lalage" and "Goose" battling it out in one of the numerous close brushes which characterized the British-American Cup Races

YACHTING

Three American Six Meters — "Firecracker," "Goose" and "Llanoria" alongside the "American Clipper" prior to being shipped abroad for the British-American series



United States Lines

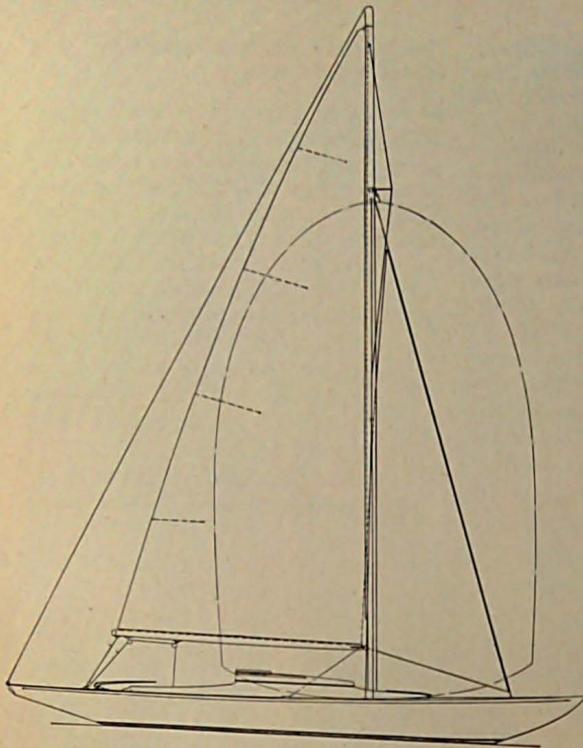
► Cowes Week is the exception, getting some lift from the collection of ocean racing craft prior to the Fastnet. This year the trend was clear—more boats but smaller. The American Six Meter team was still there racing as individual boats and here's the way the racing went. *Llanoria*, sailed by Emil Mosbacher, won a race on the opening day and with it the Champion Challenge Cup. In a hard blow when courses were shortened to one round, the British boats really showed what they could do in hard weather, *Johan* and *Circe* taking first and second places, with *Goose* only three-quarters of a minute behind them and *Llanoria* fourth in the 12-boat fleet. The Sixes did not race for two days because there was too much wind. *Llanoria* won the two final races.

In a special race British and American helmsmen swapped boats. It was won by Herman Whiton, sailing *Circe* with, close behind him, Frankie Murdock sailing *Llanoria*.

► Immediately following Cowes Week was the first ever National Meeting for Dragons, four days of racing with hard sailing. A Cowes boat, Franklin Woodroffe's *Blue Skies* won the Duke of Edinburgh's Trophy with a score of 4869 points to the runner-up's 4693.

► Another class to settle its national championship round about the same time was the Swallows. These really came into being when a keel boat was wanted for the last Olympic Games. Tom Thornycroft, the man responsible for the design, won the Championship race with *Scaup*.

VIKING, A NEW NORWEGIAN ONE-DESIGN

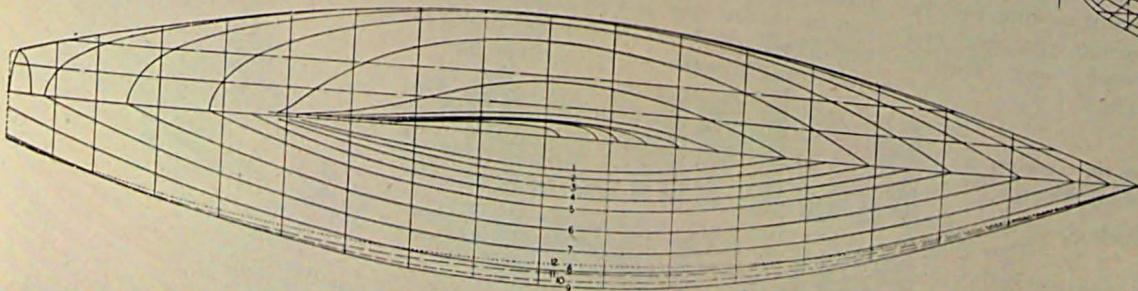
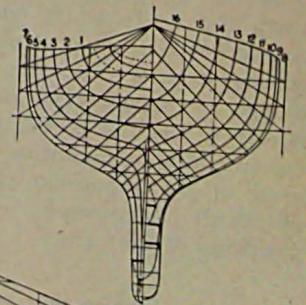
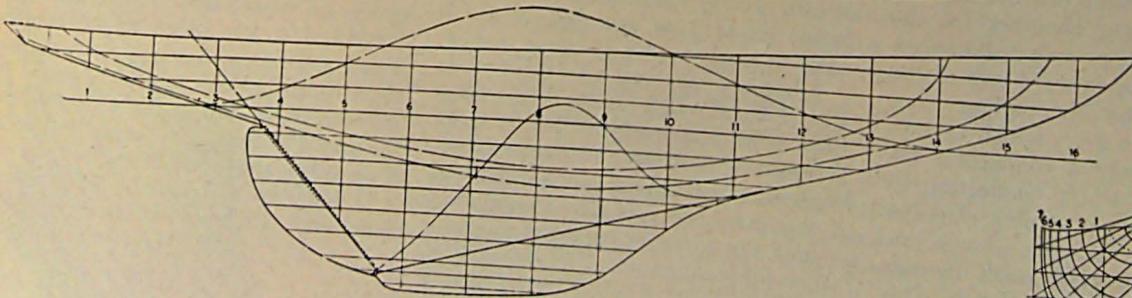
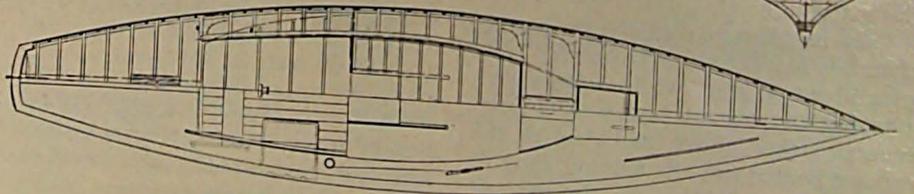
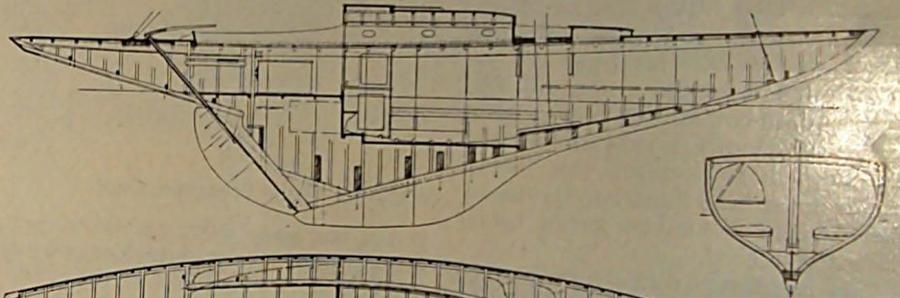


board of Bjarne Aås, one of Norway's leading designers. As compared to the Internationals, the Viking is two feet shorter on deck, a foot shorter on the water, has two inches less beam and a quarter of a ton less displacement. Her lines indicate a boat of relatively less displacement-for-length, slightly harder bilges and flatter floors than the Internationals, which, it will be remembered, were practically a smaller edition of the Aås Six Meter *Saga*. The new boat's 218 square feet in the mainsail and 82 in the jib give her only 300 square feet of sail area against the International's 426. The Internationals were designed with Long Island Sound wind conditions (so-called by courtesy) in mind, and hence carry more sail than would a boat built for most other racing areas. Like the International's, the Viking's sail plan shows a jib-and-mainsail rig without any genoa jib and without running backstays, which will make her far simpler to sail than she would be with a genoa. Her big parachute spinnaker will provide all the sail area necessary when the wind gets abaft the beam.

It is expected that the Viking can be built for substantially less money than it would cost to duplicate the Internationals in these times. Specifications call for a high standard of construction. The keels are to be oak, stem and sternpost either oak or teak, planking of $\frac{3}{4}$ " mahogany and decks of pine, canvassed. Sawn oak frames, $1\frac{1}{2}$ " by $1\frac{1}{8}$ ", will be spaced at intervals of $20\frac{1}{2}$ ", with two steam bent frames between each pair of grown frames. She has 4'9" headroom under the cabin trunk and could be fitted for light cruising.

IF THIS DESIGN for a new class of racing sloops in Norway looks familiar to American eyes, it's because she's a sort of little sister to the International One-design Class, familiar on Long Island Sound, Maine, Massachusetts and Bermuda waters as well as in its native Scandinavian setting. Like the Internationals and a number of Six Meter sloops that have been admired in this country, she is from the

L.o.a., 31'2"	L.w.l., 20'6"
Beam, 6'7"	Draft, 4'9"
S.A., 300 sq. ft. Disp., 2.85 Tons	



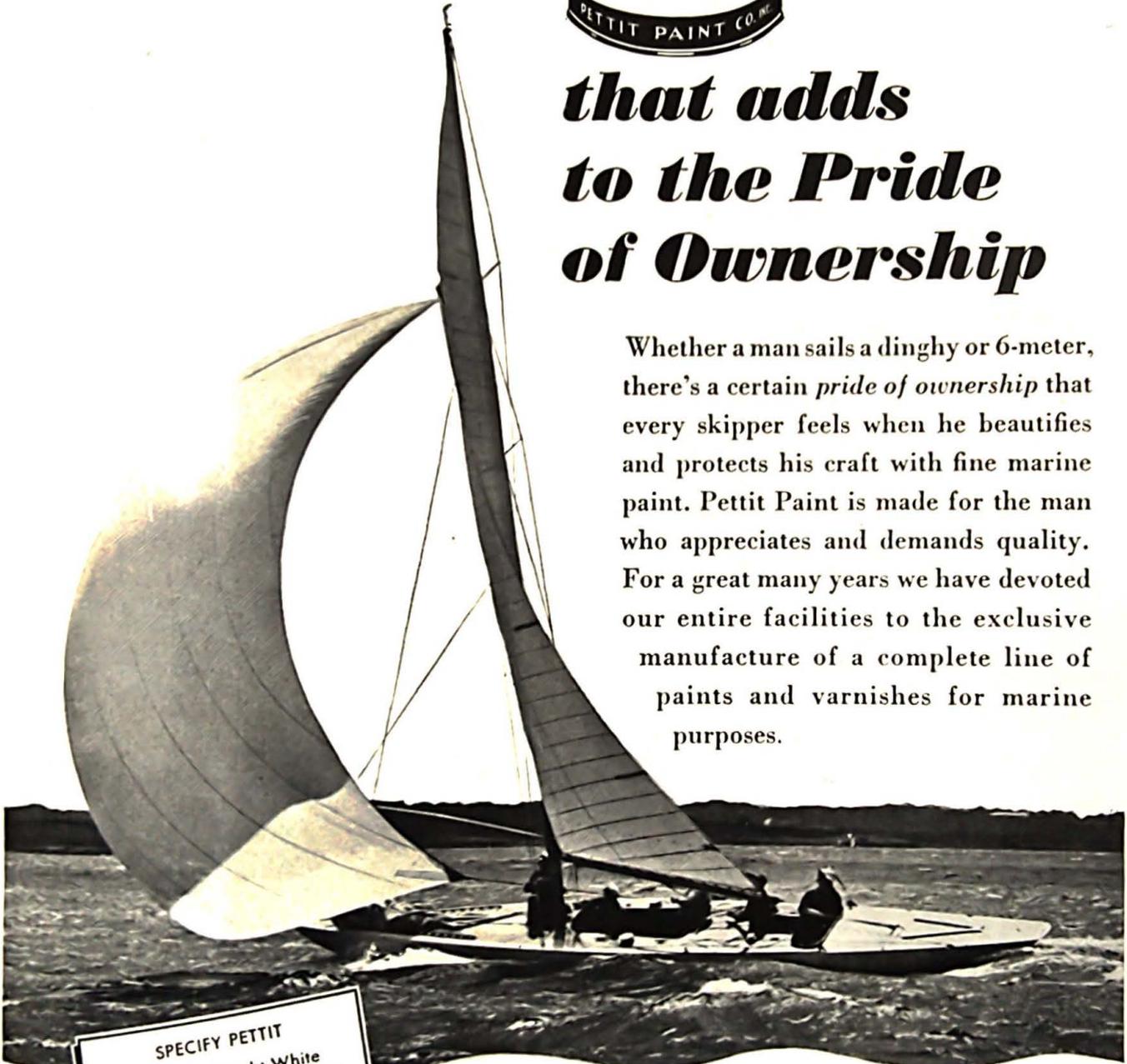
rigging, Merriman
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of great durability
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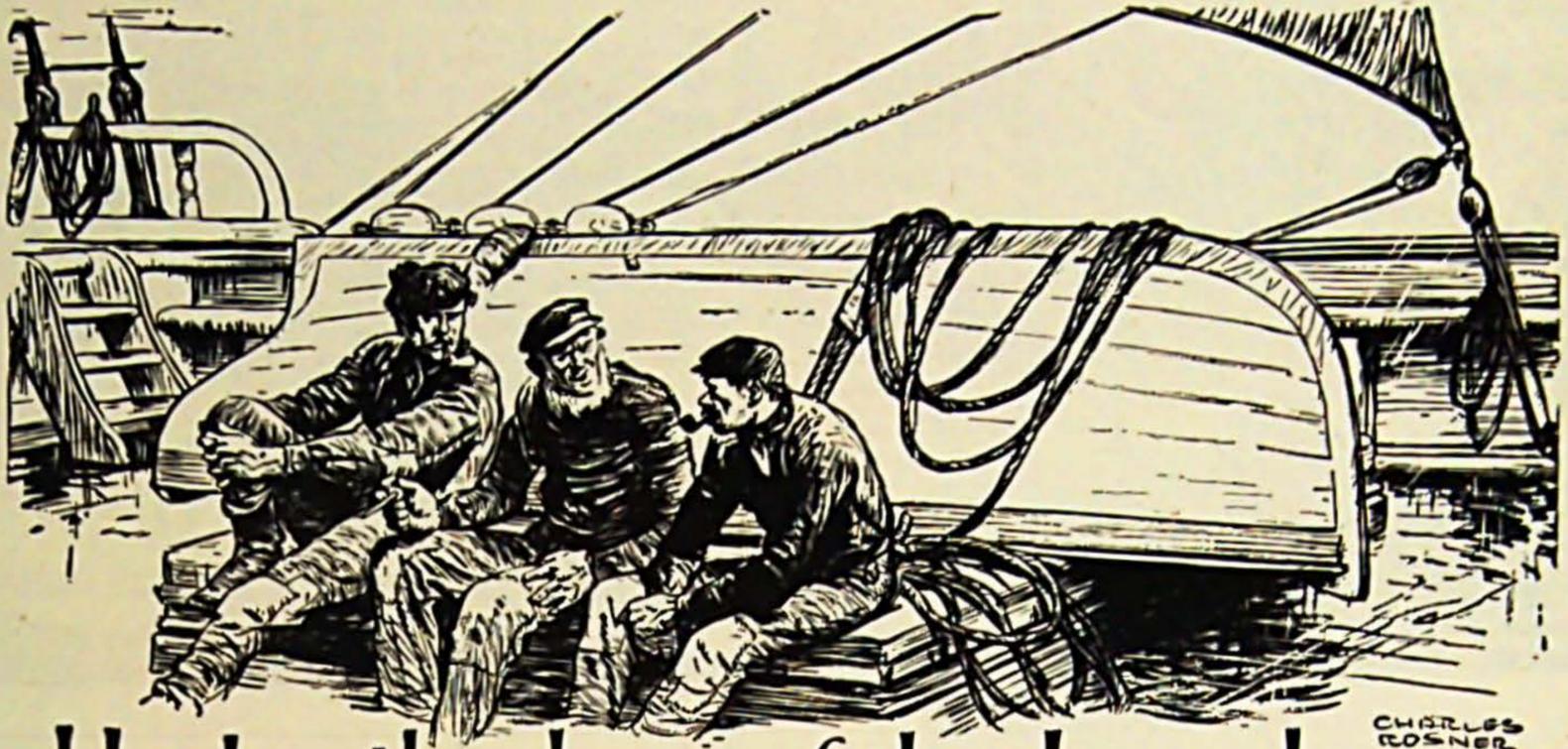
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Under the Lee of the Longboat

By SPUN YARN

IT WASN'T many years ago that pessimistic publicists like yours truly were deploring the decline of the ocean racing spirit among English yachtsmen. That was in 1933 when only three Britishers sailed the Fastnet Race against three invading Americans. This year, with nearly 40 Fastnet entries, most of them British, and no North American contenders, it is timely to hail the sport in England and to deplore the lack of interest displayed by the country which originated ocean racing and sustained it through its difficult years. Not since 1937 has there been an American-built contender in the Fastnet. Since then the English yawl *Latifa* has twice crossed the Western Ocean to participate in our Bermuda Race, and the sloop *Myth of Malham* has been shipped over for the same sporting purpose. Economic trends can be blamed in part for the subsidence of American interest in the international sport. But British yachtsmen as a group are more broke than our yachtsmen are and, despite austerity and restrictions there is already serious talk of three entries from the shores of Albion in the Bermuda Race of 1950.

Continuing my ill-tempered tirade I'd like to take a poke at American designers who, having produced the finest, fastest ocean-going cruisers that the world had ever seen, are now sitting back on their drawing boards and letting the English set the pace in the development of original ideas. Last year we saw the above mentioned *Myth of Malham*, and because she has a straight sheer and short ends and placed only fourth in her class in the down-wind Bermuda Race, many Americans concluded that she was an ugly duckling that didn't justify her existence. By now the same designer has produced three new types which are developments from the *Myth*. They vary in beauty (or lack of same) but they all embody the principles of windward ability, light displacement, dryness on deck, and exceptional headroom and accommodations below deck. *Minx of Malham* and her sisters in the class of Royal Naval Sailing Association 24-footers are the most conventional of the three types so far as outward appearance goes. *Minx's* performance in the recent Cowes-Dinard Race was exceptional. So was that of *Gulvain*, the hump-backed aluminum flyer which sailed from her builder's yard to first place in her class. A refinement of *Gulvain*, still with reverse sheer, but with more normal stern, is *Fandango*, launched only two weeks before the start of the Fastnet but at this writing a sure contender. If these boats, whose above-water design violates the age-long development of a concave sheer, were

as wet as submarines or as slow as hay barges it could be said that they were a useless and ill-conceived experiment. But if, as appears, they are as fast in heavy going, more slippery in light airs, dryer and no less seaworthy than the standard types, then it is time for our designers to pull up their socks and go to work.

My preoccupation with new designs is not confined to these boats which will be recognized as the work of Laurent Giles & Partners. Uffa Fox, a brilliant, puckish fellow who combines a love of the spectacular with the gift of genius, has not been content to rest on the laurels brought him by his "Flying Fifteens." Embodying the same principles of cutaway fin keel and long run, he has nearly completed construction of a "Flying" Six Meter which promises to dynamite that super-refined, virtually one-design class into a hundred insignificant pieces. The Flying Fifteen will get up and plane in a breeze of wind at twice the speed of an existing Six. She will not go to windward with the larger, heavier boat—but it is reasonable to suppose that the Flying Six Meter will and that she will run away from her classmates when sheets are started. Whether she does or not, the point is that it is an English designer and not an American one who is pioneering in this exciting field. (Did you notice the performance of the American planing boats in a recent race? See page 48.—Ed.) And, reverting to my first topic, Uffa Fox has completed designs of a "Flying" ocean racer for an English yachtsman. When or whether she will be constructed is open to question. But if she is, her innovations will be found below the waterline. This irrepressible designer declares that a sailboat with reverse sheer offends the eye and defies the laws of God and Neptune, and he will have none of it.

Entered for the Fastnet from Holland is still another novelty in the way of ocean racers. I haven't seen her, but she is the *Zeevalk*, a hard chine plywood job for C. Bruynzeel, of Zaandam. Her underbody has been described as resembling that of a Star boat, with the exception that she has a wide keel in which is housed her auxiliary motor. She has two rudders, one of them resembling in purpose a trimming tab in the wing of a plane and the other her steering rudder. Other particulars which have been vouchsafed to me make her sound pretty bizarre, but I'm not forgetting that Bruynzeel won the 1937 Fastnet with his *Zeearend*, of American design.

(Continued on page 99)

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United States Lines

or who missed a race through being unable to reach the starting line in time." Obvious as it is, I do not believe that the Vikings would resort to using this device after they got to the starting line or at any time during the course of a dinghy race. But I can see them applying the same principle to a transparent fin attached to the leach of a sail and operated by manipulation of the leach line.

All fooling aside, Uffa Fox was interested in the flexible fin and asked me with seeming irrelevance if I attached any significance to the fact that in the recent racing for the British-American Cup the leaches of *Goose's* and *Llanoria's* mainsails and genoas were constantly ashake. I said from the depths of my ignorance that I supposed the sails were badly cut. "So they sailed faster than the other Sixes despite badly fitting sails," said Uffa, satirically. "Let me tell you that I cut the leach line from every new sail as soon as I get it. Although it pains the sailmaker it improves the performance of the sail."

THE MONTH IN YACHTING

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Hickesch
Pacific One Designs always make a race of it in the hotly contested Western regattas

► *Around the Campuses:* A couple of former college sailors, Emil "Bus" Mosbacher of Dartmouth and Dr. George Nichols, Jr., of Harvard, were the helmsmen who pulled the United States team out of the hole when two down in the International Six Meter races at Cowes. The Yankees won four to two, with Mosbacher in *Llanoria* winning three and Nichols with *Goose* one of the last four races. . . . Although sailing is not a recognized sport at Brown, the Brown Athletic Association saw fit to award "Bs" to Charlie Ill and his crew, Randy Bliss, for their performance in the 1948 and 1949 National Dinghy Championships, in which Brown finished first and second respectively. The newspaper dispatch did not so state, but college yachtsmen will hope this award also included Ricky Wilson, 1948 commodore, who played a vital role in bringing the Morss Trophy to Brown.